

06 JUL 1992

TABLE 2-2

AIRCRAFT STATUS CODE TABLEA. STATUS CODES FOR USE WITH OPERATING AIRCRAFT

| <u>ASSIGNED PRIMARY USE</u> | <u>IN OPERATING STATUS</u> <u>1/</u> |
|--|--------------------------------------|
| Combat | A1 <u>2/</u> |
| Combat Support | A2 |
| Student Pilot/NFO/Crew Training | A3 |
| Reserve Training/Post Student Training | A4 |
| Special Projects | A5 |
| Proficiency Flying Program | A6 |
| Weapons System Evaluation | A7 |
| Utility | A8 |
| MAAG, Mission, Attache | AH |
| Test Aircraft, Navy Operated | AJ |
| Test Support A/C, Navy Operated | AK |
| Search and Rescue | AL |
| Executive Transport | AM |

Note 1/ NASC FS reporting custodians will never report aircraft in status codes A__.

Note 2/ Third position of operating status will be reported as follows:

- 0 - Operating
- 1 - Aircraft in process of ASPA from preparation and inspection through reassembly.
- 2 - Aircraft in process of depot repair on-site of reporting custodian.

Only A__ status codes are IN-MCRS. All others are OUT-MCRS.

06 JUL 1992

TABLE 2-2 (cont)

B. STATUS CODES FOR DEPOT LEVEL MAINTENANCE (PIPELINE)

| <u>Rework Process</u> | <u>Enroute to Rework</u> | | <u>Awaiting Rework</u> | | <u>In Process</u> |
|--|------------------------------|----------------------|-----------------------------|-----------------------|-------------------|
| | By Flight/ <u>Airlift</u> | By <u>Surface</u> | <u>Flyable</u> | Not <u>Flyable</u> | |
| <u>STANDARD DEPOT LEVEL MAINTENANCE (STANDARD REWORK) 3/</u> | | | | | |
| SDLM | F10 | FA0 | E1_ | EA_ | D10 |
| SDLM/MOD | F20 | FB0 | E2_ | EB_ | D20 |
| SDLM/CR DAM | F30 | FC0 | E3_ | EC_ | D30 |
| SDLM/CILOP | F40 | FD0 | E4_ | ED_ | D40 |
| AWI | F50 | FE0 | E5_ | EE_ | D50 |
| <u>SPECIAL DEPOT LEVEL MAINTENANCE (SPECIAL REWORK) 3/</u> | | | | | |
| Conversion | I10 | IA0 | H10 | HA0 | G1_ |
| Repair | I30 | IC0 | H30 | HC0 | G30 |
| Modernization/ Modification | I40 | ID0 | H40 | HD0 | G4_ |
| ASPA Inspection | | | | | G50 |
| <u>Rework Process Complete in NASC FS</u> | | | <u>Enroute to Operating</u> | | |
| <u>Physical Custody Awaiting Return to</u> | | | <u>From Rework</u> | | |
| <u>Operating</u> | | | | | |
| <u>Aircraft RFI:</u> | | | By Flight/ | By | |
| Awaiting Movement | | BY1 | <u>Airlift</u> | <u>Surface</u> | |
| Unassigned | | BY2 | C10 | CA0 | |
| <u>Not RFI:</u> | | BY3 | | | |

Note 3/: The third position of status codes E__, G1_, or G4_ will be reported as:

0 - Aircraft is located at NADEP or Commercial Rework Activity site for rework.

1 - Aircraft is located at other than NADEP or Commercial Rework Activity site for special rework to be performed by depot field team or awaiting transit to SDLM after ASPA non-deferral.

"E-1 STATUS CODE MAY ONLY BE USED WHEN IMMEDIATE PERIOD TERMINATION IS RECOMMENDED ON ASPA NON-DEFERRED AIRCRAFT OR ASPA NON-DEFERRED AIRCRAFT IS OVER 90 DAYS BEYOND PED. ACC APPROVAL REQUIRED TO PLACE AIRCRAFT IN "E" CODE STATUS".

06 JUL 1992

TABLE 2-2 (cont)

C. NEW PRODUCTION AIRCRAFT IN PROCESS OF FIRST DELIVERY

| | | |
|---------------------------|-------------------------------|-----|
| <u>Regular Acceptance</u> | <u>Provisional Acceptance</u> | |
| <u>RFI:</u> | <u>Not RFI:</u> | VF0 |
| Awaiting Movement | BX0 | |
| <u>Not RFI:</u> | BA0 | |

D. AIRCRAFT PROVIDED BY CONTRACT TO A CIVILIAN CONTRACTOR/AIRCRAFT ON LOAN TO OR FROM THE NAVY

| | | | |
|------------------------|-----|--------------------------------------|-----|
| <u>Contractor held</u> | | <u>On Loan</u> | |
| | | <u>From the Navy:</u> | |
| (1) RDT&E Custody | | FS Custody | |
| Test Aircraft | TJ0 | All Categories | U00 |
| Test Support | TK0 | | |
| Contract Pending | TR0 | | |
| Other | TTO | | |
| (2) FS Custody | | <u>On Loan</u> | |
| Other Contractor held | TVO | <u>To The Navy RDT&E Custody</u> | |
| | | Other | U50 |
| | | Test Aircraft | U60 |
| | | Test Support | U70 |

E. RESERVE/RETENTION (AIRCRAFT STORED IN NASC FS CUSTODY ONLY)

| <u>Condition of Aircraft</u> | <u>Enroute to Reserve/Retention</u> | <u>In Storage</u> | | |
|---|-------------------------------------|----------------------------------|-------------------------|----------------|
| | | <u>Inactive Reserve Aircraft</u> | <u>Not Mobilization</u> | <u>Reserve</u> |
| | | <u>Flyable</u> | <u>Flyable</u> | |
| <u>Aircraft Service Life Not Complete</u> | | | | |
| <u>Standard Rework not required</u> | | | | |
| Undamaged aircraft | J10 | M10 | M50 | N10 |
| Damaged aircraft | J10 | M20 | M60 | N20 |
| <u>Standard Rework required</u> | | | | |
| Undamaged aircraft | J10 | M30 | M70 | N30 |
| Damaged aircraft | J10 | M40 | M80 | N40 |
| <u>Service Life Complete</u> | J20 | WA0 | WC0 | WE0 |

0 8 JUL 1992

TABLE 2-2 (cont)F. RETIREMENT AND STRIKE

| <u>Category</u> | <u>Awaiting Decision to Strike</u> | <u>Awaiting Strike</u> | | <u>Stricken</u> |
|--|--|------------------------|--------------------|-----------------|
| | | <u>Not MAP/FMS</u> | <u>For MAP/FMS</u> | |
| Category 1 Damage | Y00 | - | - | 1S0 |
| Category 2 Depreciation | PB0 | S20 | R00 | 2S0 |
| Category 3 Administrative | PC0 | S30 | R00 | 3S0 |
| Category 4 Service Life Complete | PD0 | S40 | R00 | 4S0 |